

REMARKS

Claim 8 has been rejected under 35 U.S.C. §112, second paragraph. The claim has been amended to obviate the examiner's rejection.

Claims 1 and 3-9 have been rejected under 35 U.S.C. §102(b) as being anticipated by Fenne, U.S. patent No. 4,346,841.

The examiner's rejection is respectfully traversed.

The applicant's invention as claimed is directed to a pressure limiting valve for a fluid medium under system pressure. The valve includes a valve housing having an inlet channel and outlet channel for communication with a medium. The flow rate of the medium can be regulated by an axially moveable valve body in effective connection with an energy accumulator and interacting with a valve seat. A piston coaxially adjoining the valve body bounds with its lateral surface a throttle gap which communicates with the inlet channel and can be subjected to pressure directly or indirectly by the energy accumulator.

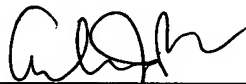
On the other hand, Fenne '841 is directed only to a fuel injection nozzle unit which has a completely different function than a pressure limiting valve. The fuel injection nozzle unit comprises an outlet 17 which normally is directly connected to a combustion chamber of a motor. It is important that the fuel is injected to the combustion chamber with high pressure.

Whereas, the combustion limiting valve according to the present invention is not connected to a combustion chamber. The inlet channel 3 is connected with a fluid medium under system pressure to which several consumers are connected. The consumers can be high pressure devices, like pistons acting with a pressure of more than 1000 bar. During operation the fluid (water) can be discharged through the outlet without pressure as the subject of the present invention regards only a pressure limiting valve. When the fluid is to be discharged, the valve body 5 can discharge the required amount in order to limit the maximum pressure in the system.

The function of the pressure limiting valve is to maintain a constant pressure of the fluid in the high pressure system regardless of how many consumers are used during operation. Accordingly, the basic function of the pressure limiting valve is different than the fuel injection nozzle unit.

In view of the foregoing, the applicant respectfully contends that Fenne '841 does not anticipate the applicant's invention. Thus, claims 1, 3-9, and 12 are considered to be patentably distinguishable over the prior art of record. The application is now considered to be in condition for allowance and an early indication of same is earnestly solicited.

Respectfully submitted,



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